

November 2, 2015

BOARD OF COUNTY COMMISSIONERS
ORANGE COUNTY, FLORIDA

ADDENDUM NO. 2 / IFB NO. Y16-138-J2
COLD IN-PLACE BITUMINOUS BASE RECYCLING WITH ASPHALT RESURFACING

THE BID OPENING DATE IS NOVEMBER 12, 2015

This Addendum is hereby incorporated into the bid documents of the project referenced above. The following items are clarifications, corrections, additions, deletions and/or revisions to and shall take precedence over the original documents. Additions are indicated by underlining, deletions are indicated by ~~strike through~~.

A. The following are responses to bidder's inquiries.

Question 1: Will the County consider adding dry milling per square yard as an item under the contract? Previous projects have had areas near FDOT right of ways and intersection cut backs where dry milling was required.

Response: See Revised Part H, as attached in this Addendum.

B. The following represents a change to the IFB.

1. Regarding Part D, Page D-3; **DELETE** existing "Bid Item Schedule" and **REPLACE** with enclosed "Revised Bid Item Schedule".

IMPORTANT: Failure to submit your bid with the "Revised Bid Item Schedule" per this Addendum shall be cause for your bid to be rejected as non-responsive.

2. Regarding Part H, Technical Provisions, Page H-4, Paragraph "Milling"; **DELETE** entire existing Paragraph and **REPLACE** with the following:

MILLING – Remove existing asphalt concrete pavement by milling to improve the rideability and cross slope of the finished pavement, to lower the finished grade adjacent to existing curb prior to resurfacing, or to completely remove existing pavement, when milling to improve rideability, average depth of cut will be specified.

When milling to improve rideability or cross slope, remove the existing pavement to the average depth specified, in a manner that will restore the pavement surface to a uniform cross-section and longitudinal profile. County's Representative may require the use of a string line to ensure maintaining the proper alignment.

Establish the longitudinal profile of the milled surface in accordance with the specifications. Ensure that the final cross slope of the milled surface parallels the surface cross slope shown on the plans, if provided, or as directed by the County's Representative. Establish the cross slope of the milled surface by a second sensing device near the outside edge of the cut or by an automatic cross slope control mechanism. If provided, the plans may waive the requirement of automatic grade or cross slope controls where the situation warrants such action. Multiple cuts may be made to achieve the required pavement configuration or depth of cut. Include in the Quality Control Plan a system to control the cross slope of the milling surface with a minimum frequency of one cross slope measurement every 250 feet (75 m) during milling operations in order to ensure that the slopes are uniform and in compliance with the designed milling slope.

When the difference between the measured cross slope and the designed cross slope exceeds + or - 0.2% for travel lanes (including turn lanes) and = or - 0.5% for shoulders, make all corrections immediately to bring the cross slope into an acceptable range. The County's Representative may periodically verify the Contractor's measurements at the job site. During the milling operations, the County's Representative reserves the right to take ten cross slope measurements per day.

If the average cross slope of the ten measurements varies more than the permissible tolerance, the milling operations will be stopped until appropriate corrective actions are made to bring the cross slope into an acceptable range and the deficient sections shall be corrected accordingly. A detailed correction plan shall be immediately submitted to the County for review. The County's Representative may waive the corrections specified above if an engineering determination indicates that the deficiencies are sufficiently separated so as not to significantly affect the final cross slope. The Contractor will be responsible at his/her cost to provide supporting engineering data for review.

The milling machine shall be capable of maintaining a depth of cut and cross slope that achieves the results specified in the plans and specifications. The overall length of the machine (out to out measurements excluding the conveyor) shall be a minimum of 18 feet. The minimum cutting width shall be 6 feet.

The milling machine shall be equipped with a built-in automatic grade control system that controls the transverse slope and the longitudinal profile to produce the specified results.

Any commercially manufactured milling machine meeting the above requirements shall be accepted prior to starting the project. If after milling has started, the milling machine cannot consistently produce the specified results, the milling machine will be rejected for further use.

The use of a smaller milling machine could be permitted when milling adjacent to existing curbs or other areas where it is impractical to use the above-described equipment. The equipment will be subject to the County's Representative's acceptance. Milling equipment shall be equipped with means to effectively limit the amount of dust escaping the removal operation and shall be operated to minimize the amount of dust being emitted from the machine. Pre-wetting of the pavement may be required. Where traffic will be maintained on the milled surface prior to placing the new asphaltic concrete, the striation patterns shall produce an acceptable riding surface. The County's Representative will accept the traveling speed of the milling machine to produce an acceptable riding surface.

Before opening a milled area to traffic, the pavement shall be thoroughly swept with power broom or other acceptable equipment to remove, to the greatest extent practicable, fine material, which will dust under traffic. This operation shall be conducted in such a manner that will minimize the potential of creating a traffic hazard and minimize air pollution.

Sweeping the milled surface with a power broom is required before placing asphaltic concrete and immediately after the milling to prevent milled material infiltrating into the storm sewer system when the milling operation is near a municipal curb and gutter or a closed drainage system.

The sweeping operation shall include thoroughly removing all milled material from the gutter to prevent it from being swept into inlet openings or grates. Curbs shall not be damaged during the removal operation; any damages shall be immediately repaired at no additional cost to the County. The County's Representative may require the equipment and/or methods be changed to achieve satisfactory results.

Milled surfaces shall have a reasonably uniform texture, shall be within ¼ inch of a true profile grade and shall have no deviation in excess of ¼ inch from a straightedge applied to the pavement perpendicular to the centerline. Variations of the longitudinal joint between multiple cut areas shall not exceed ¼ inch. Areas varying from a true surface in excess of the above stated tolerance may be accepted without correction if the County's Representative determines that they were caused by a pre-existing condition, which could not have reasonably been corrected by the milling operations. The County's Representative may require re-milling of any area where a surface lamination causes a non-uniform texture to occur. Any unsuitable texture or profile, as determined by the County's Representative, shall be corrected by the Contractor at no additional compensation.

Written assurance of Contractor taking responsibility of roadway shall be required if the Contractor elects not to repave immediately following the milling work. However, in no case resurfacing work shall be done more than 24 hours after milling and the Contractor shall be responsible for any damages to the road due to rain or inclement weather.

The Contractor shall not change or modify existing drainage configuration of roads to be paved under this contract. The Contractor will be responsible to restore any modified drainage/road profile to original condition at no additional cost to the County.

If the Contractor chooses to full mill areas designated to be curb-revealed as a convenience, the Contractor will be responsible for restoration of drainage/road profile as stated above. The Contractor will not receive additional compensation for this additional milling or for restoration of the areas to original condition.

Milled material becomes the property of the Contractor. Include the cost of removing existing pavement markers in the unit price for milling.

The unit price for milling shall be inclusive of all supervision, quality control, labor, materials, equipment, tools, transportation, supplies, manpower, incidentals and pay disposal fees necessary to complete the work as specified herein.

3. Regarding Part H, Technical Provisions, Page H-15, Paragraph "Measurement and Payment"; **ADD** the following:

Milling of Existing Asphalt (Square Yards) - Payment for this item shall be full compensation for all labor, materials, equipment and incidentals necessary to mill existing asphalt pavement prior to resurfacing.

C. All other terms, conditions and specifications remain the same.

The Bidder shall acknowledge receipt of this addendum by completing the applicable section in the solicitation or by completion of the acknowledgement information on the addendum. Either form of acknowledgement must be completed and returned not later than the date and time for receipt of the bid.

Receipt acknowledged by:

Authorized Signature

Date Signed

Title

Name of Firm

Y16-138-J2 "REVISED" BID ITEM SCHEDULE

| Base Year | | | | | |
|-----------------------------|--|---------------------------|-------------|-------------------|--------------------|
| Item No. | Description | Estimated Quantity | Unit | Unit Price | Total Price |
| 1 | Cold Recycled Bituminous Base Course | 150,000 | SY | | |
| 2 | Emulsified Asphalt | 300,000 | GAL | | |
| 3 | SP 12.5 in place, 1.5" (compacted) | 125,000 | SY | | |
| 4 | SP 12.5 in place, 2" (compacted) | 50,000 | SY | | |
| 5 | Milling of Existing Asphalt | 25,000 | SY | | |
| 6 | Pavement Markings 6" (Temporary paint, yellow/white) | 100,000 | SY | | |
| 7 | Pavement Markings (Temporary paint, messages and arrows) | 100 | EA | | |
| 8 | Indemnification | 1 | LS | \$100.00 | \$100.00 |
| Total Bid, Base Year | | | | \$ _____ | |

| Option Year #1 | | | | | |
|----------------------------------|--|---------------------------|-------------|-------------------|--------------------|
| Item No. | Description | Estimated Quantity | Unit | Unit Price | Total Price |
| 9 | Cold Recycled Bituminous Base Course | 100,000 | SY | | |
| 10 | Emulsified Asphalt | 200,000 | GAL | | |
| 11 | SP 12.5 in place, 1.5" (compacted) | 100,000 | SY | | |
| 12 | SP 12.5 in place, 2" (compacted) | 10,000 | SY | | |
| 13 | Milling of Existing Pavement | 25,000 | SY | | |
| 14 | Pavement Markings 6" (Temporary paint, yellow/white) | 100,000 | LF | | |
| 15 | Pavement Markings (Temporary paint, messages and arrows) | 50 | EA | | |
| Total Bid, Option Year #1 | | | | \$ _____ | |

| Option Year #2 | | | | | |
|-----------------------|--------------------------------------|---------------------------|-------------|-------------------|--------------------|
| Item No. | Description | Estimated Quantity | Unit | Unit Price | Total Price |
| 16 | Cold Recycled Bituminous Base Course | 100,000 | SY | | |
| 17 | Emulsified Asphalt | 200,000 | GAL | | |
| 18 | SP 12.5 in place, 1.5" (compacted) | 100,000 | SY | | |
| 19 | SP 12.5 in place, 2" (compacted) | 10,000 | SY | | |
| 20 | Milling of Existing Pavement | 25,000 | SY | | |

"Revised Page D-3"

| | | | | | |
|--|--|---------|----|-----------------|--|
| 21 | Pavement Markings 6" (Temporary paint, yellow/white) | 100,000 | LF | | |
| 22 | Pavement Markings (Temporary paint, messages and arrows) | 50 | EA | | |
| Total Bid, Option Year #2 | | | | \$ _____ | |
| | | | | | |
| Total Estimated Bid (Base Year plus Option Years 1 and 2) | | | | \$ _____ | |

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